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## WINTER DRIVING

**Have your car(s) winterized before the winter storm season.** Keeping your car(s) in good condition will decrease your chance of being stranded in cold weather. Have a mechanic check your battery, antifreeze, wipers and windshield washer fluid, ignition system, thermostat, lights, flashing hazard lights, exhaust system, heater, brakes, defroster, and oil level. If necessary, replace existing oil with a winter grade oil. Install good winter tires. Make sure the tires have adequate tread. All-weather radials are usually adequate for most winter conditions. However, some jurisdictions require that to drive on their roads, vehicles must be equipped with chains or snow tires with studs.

**If you have a cell phone or two-way radio available for your use, keep the battery charged and keep it with you whenever traveling in winter weather.** If you should become stranded, you will be able to call for help, advising rescuers of your location.

**Keep a windshield scraper and small broom in your car for ice and snow removal. Put together a separate disaster supplies kit for the trunk of each car used by members of your household.** You should also bring a thermos of warm broth if you are on the road during a winter storm. If you should become stranded during a winter storm, these items will make you more comfortable until the storm passes. The kit should include the following:

- Several blankets or sleeping bags.
- Rain gear and extra sets of dry clothing, mittens, socks, and a wool cap.
- Extra newspapers for insulation.
- Plastic bags for sanitation.

- Canned fruit, nuts, and high energy "munchies." Non-electric can opener if necessary.
- Several bottles of water. Eating snow will lower your body temperature. If necessary, melt it first.
- Cans of broth or soup.
- A small shovel, a pocket knife, and small tools, such as pliers, a wrench, and screwdriver.
- A small sack of sand for generating traction under wheels, a set of tire chains or traction mats.
- Jumper cables.
- A first aid kit and necessary medications.
- A flashlight with extra batteries.
- A candle in a metal can or other fireproof container. While candles are generally not recommended in disaster situations, having one in your car can be a source of heat and light if you are stranded.
- Matches.
- Cards, games, and puzzles.
- A brightly colored cloth to tie to the antenna.

**Keep your car's gas tank full for emergency use and to keep the fuel line from freezing.**

**Plan long trips carefully.** Traveling during winter weather can be hazardous. Listen to the radio or call the state highway patrol for the latest road conditions. Plan to travel during daylight and, if possible, take at least one other person.

**Let someone know your destination, your route, and when you expect to arrive.** If your car gets stuck along the way, help can be sent along your predetermined route.

**Be aware of sleet, freezing rain, freezing drizzle, and dense fog, which can make driving very hazardous.** The leading cause of death during winter storms is from automobile or other transportation accidents. During winter weather conditions, multiple

vehicle accidents are more likely to occur, resulting in injury and death. Avoid driving during sleet, freezing rain, freezing drizzle, and dense fog - these serious conditions are often underestimated.

### **If you do get stuck:**

**Stay with your vehicle.** Do not leave the vehicle to search for assistance unless help is visible within 100 yards. Disorientation and confusion come very quickly in blowing snow. Avoid traveling during winter storms. If you must travel and do become stranded, it is better to stay in the vehicle and wait for help.

**Display a trouble sign to indicate you need help.** Hang a brightly colored cloth (preferably red) on the radio antenna and raise the hood (after snow stops falling).

**Occasionally run engine to keep warm.** Carbon monoxide can build up inside a standing vehicle while the engine is running, even if the exhaust pipe is clear. Experience has shown that running the heater for 10 minutes every hour is enough to keep occupants warm and will reduce the risk of carbon monoxide poisoning and conserve fuel. Turn on the engine for about 10 minutes each hour (or 5 minutes every half hour). Use the heater while the engine is running. Keep the exhaust pipe clear of snow and slightly open a downwind window for ventilation.

**Leave the overhead light on when the engine is running so that you can be seen.**

**Do minor exercises to keep up circulation.** Clap hands and move arms and legs occasionally. Try not to stay in one position for too long.

**If more than one person is in the car, take turns sleeping.** One of the first signs of hypothermia is sleepiness. If you are not awakened periodically to increase body temperature and circulation, you can freeze to death. Huddle together for warmth. Use newspapers, maps, and even the removable car mats for added insulation. Layering items will help trap more body heat.

**Keep a window that is away from the blowing wind slightly open to let in air.**

**Watch for signs of frostbite and hypothermia.** Severe cold can cause numbness,

making you unaware of possible danger. Keep fingers and toes moving for circulation, huddle together, and drink warm broth to reduce risk of further injury.

**Drink fluids to avoid dehydration.** Bulky winter clothing can cause you to sweat, but cold dry air will help the sweat evaporate, making you unaware of possible dehydration. When individuals are dehydrated, they are more susceptible to the effects of cold and heart attacks. Melt snow before using it for drinking water. Eating snow lowers your body temperature, increasing risk from hypothermia.

**Avoid overexertion.** Cold weather puts an added strain on the heart. Unaccustomed exercise such as shoveling snow or pushing a car can bring on a heart attack or make other medical conditions worse.

## **FROM THE PROGRAM COORDINATOR'S DESK** **BY GARY ZULINSKI**

### **GOOD NEWS ☺**

I recently received word that the funding for the translation for the CERT program into Arabic has been approved and I expect it completed after the first of the year.

I have received numerous inquiries about the translation. Many of the inquiries want a copy of the translation. I hope to have it posted on the EMI CERT Web site for all the country to obtain.

I received notice that a proposal I had submitted to Citizen Corps National for CERT training of the staff of Michigan's three major sports stadiums and arena has been approved.

Michigan Citizen Corps will receive funding to train the staff of Comerica Park, Ford Field, and Joe Lewis Arena. This will be a great first for Michigan Citizen Corps. With the special sports events that will occur over the next few years. Comerica Park hosting the All-Star Game in 2005 and Ford Field Hosting the Super Bowl in 2006 both these organizations can say they are the first in the country to have major league sports stadium staff CERT trained.

Ilitch Holdings, which owns the Detroit Tigers, the Detroit Red Wings, and the Fox Theatre plans to be very aggressive in training the staff of all three facilities. Michigan Citizen Corps is very pleased to be part of this project.

We have 44 Citizen Corps Councils and I have received interest from several counties who inform me that they will be signing up very soon.

I was asked recently if I thought that Citizen Corps and specifically the CERT program was working and I answered with a resounding Yes! I have the benefit of being in contact with and working with the Emergency Management network and I see the results of all the Councils hard and dedicated work. Keep it up!

I am still receiving emails from those Michigan Citizen Corps members who deployed to Florida. One member expressed that it was the "best five weeks of his life" and would do it again. I want to thank all those Michigan Citizen Corps members who deployed to Florida. All are invited to come and speak at the next Michigan Citizen Corps State Councils meeting to be held Monday, December 6, 2004, 1:00 pm - Location: Detroit Office of American Red Cross, 100 Mack Avenue, Detroit

### **BAD NEWS ☹ !**

I recently received word that the Citizen Corps funding for next year is only 15 million for the nation. 2004 funding was 40 million.

This will mean that funding for councils will be limited and the Michigan Citizen Corps State Council will have to decide how to best fund Michigan Citizen Corps. I do know that communities that receive Homeland Security Funding may use portions of the funds for Citizen Corps. So all is not lost.

Please make sure that as this next year progresses and you integrate your Citizen Corps members in all your disaster exercises and other community events that you publicize those events and specifically invite and inform your local and state political representatives. We need to let them know that Michigan Citizen Corps is working.

## **AIRPORT WATCH: NEIGHBORHOOD WATCH FOR PILOTS**

In the scramble following 911 to enhance security at transportation venues across the country, the Aircraft Owners and Pilot Association (AOPA), an organization of nearly 400,000 members connected to the field of general aviation, was smacked with a startling reality: if all general aviation airports around the nation were to install fencing around the perimeter of their facilities – a safeguard taken by many similar transportation venues – the cost would exceed an overwhelming \$40 billion. The conclusion triggered AOPA leaders to consider alternative ways to provide security, one of which became the Airport Watch Program. Referred to as Neighborhood Watch for pilots, the nationwide program uses the more than 650,000 pilots as eyes and ears for observing and reporting suspicious activity taking place at general aviation airports throughout the country.

### **Why Airport Watch?**

Security at the nation's air carrier airports clearly became a higher priority after the events that took place on September 11, 2001. Like government agencies and businesses, centers for commercial transportation were impacted by new rules for safety instituted by the Department of Homeland Security. But not every transportation outlet fell under the jurisdiction of the newly created agency. The 5,400 general aviation or public use airports, many of which are privately owned and none of which are served by commercial airlines, are one example. Consequently, the AOPA faced the challenging task of designing and implementing its own measures to secure airports throughout the country. Their efforts resulted in the creation of the Airport Watch program.

Launched in 2002, Airport Watch is modeled after the Neighborhood Watch Program and involves a collaborative effort between the AOPA and the Transportation Security Administration (TSA). The underlying purpose of the program is to heighten the attention of pilots, aircraft owners, and other airport personnel. As part of the program, pilots and others are asked to follow several guidelines, which include keeping an ID handy at all times, sharing information with their airport operator about who is authorized to fly their aircraft, and getting to know the airport community by introducing themselves and familiarizing themselves with the aircraft their "neighbors" fly.

The program, which consists of both AOPA members and non-members, serves as a continuing commitment of the AOPA to ensure the security and viability of general aviation and general aviation airports across the United States. These airports serve the transportation needs of over 145 million passengers, and is, in fact, America's #1 form of air transportation.

"Our airports are unique in that they vary so greatly from one to another – ranging from a simple grass, dirt, or gravel strip to a multiple runway facility – so unlike rules for commercial air carriers, one size does not fit all," explained AOPA President Phil Boyer. "Based on our recognition that we needed a program that would address our special needs, we concluded that enlisting the help of those who know our airports better than anyone – pilots, airport managers, and other airport personnel – was the best way to go." According to Boyer, these individuals spend a great deal of their time at airports and, therefore, would be able to easily spot activity that would be considered out of the norm, thereby making them excellent candidates for detecting potential criminal or even terrorist activity. "Pilots and other airport personnel consider airports their community, much like the neighborhoods in which members of Neighborhood Watch groups live and work, so they have a vested interest in ensuring their safety," said Boyer.

### Getting Connecting

At the heart of the Airport Watch program is a toll free hotline (1-866-GA-SECURE) and system that makes it easy for pilots and airport personnel to report any activity they believe is suspicious, no matter where in the country they may be flying. Just how did the hotline come about? Interestingly enough, in 2002, AOPA leadership contacted the head of the TSA with a simple request for assistance in creating a national, toll free number that could be used any time a pilot or other airport worker noticed activity they deemed to be out of character. "Not only did the TSA respond within 24 hours, but they offered to fund the hotline, as well," said Boyer. Nearly three years after it first began receiving calls,

the hotline now receives nearly 10 calls per day, and though none have identified any terrorist activity, they have provided law enforcement with useful information.

What makes the hotline so unique is that it is not connect airport personnel from merely one community, but rather connects airports nationwide. "Unlike participants in a typical Neighborhood Watch who could simply call 911 to report suspicious activity, pilots could find themselves in any neighborhood in the country when they observe unusual activity," said Boyer. "That said, we knew we needed a national number that would be answered by live operators, and that's just the service provided by the hotline." The toll-free number is already being displayed prominently on warning signs and posters at many general aviation airports.

### Spreading the Word

When it comes to marketing efforts, posters are just the beginning. To date, AOPA has committed almost half a million dollars to the production and distribution of Airport Watch materials and has used its various media outlets – which include its two magazines, AOPA Pilot and AOPA Flight Training, AOPA ePilot email newsletter, and the AOPA Web site, [www.aopa.org](http://www.aopa.org) – to educate the vast majority of the nation's pilots about security issues and to encourage pilot vigilance at airports.

One of the most widely distributed publicity pieces is a brochure, which highlights several things pilots should be on the lookout for at airports and includes a tear-out checklist of what pilots should report, including pilots who appear to be under the control of others; anyone trying to access an aircraft through force; anyone who seems unfamiliar with aviation procedures trying to rent an aircraft; and aircraft with unusual or obviously unauthorized modifications. AOPA has sent the brochure to each of its nearly 400,000 members. In addition, it is also being distributed by TSA, which is sending copies to the remaining pilots who are not members of AOPA, as well as the Professional Aviation Maintenance Association, which is sending it to aviation mechanics and technicians. The brochure has also been included in the owners' papers that new aircraft buyers receive and is accompanied by a window decal that can be displayed to indicate that the aircraft is part of Airport Watch.





Perhaps the most ambitious marketing effort, however, is a video produced by AOPA that illustrates what airport personnel should watch and listen for. Produced in consultation with TSA and local law enforcement agencies, the video features several “real-life” scenarios – from characters forcing their way into aircraft, to an individual simply asking questions – that illustrate potential situations a pilot or other personnel may encounter. The video also highlights what law enforcement do in response to calls reporting possible terrorist or criminal activity.

Free upon request, the video can also be viewed on the AOPA Website at [www.aopa.org/airportwatch/](http://www.aopa.org/airportwatch/). In addition to being distributed to pilot and airport groups across the country, the video will also be shown at hundreds of FAA and AOPA Air Safety Foundation safety seminars conducted nationwide and be incorporated into the Air Safety Foundation's Flight Instructor Refresher Clinics, ensuring that flight instructors are spreading the word to the pilot community.

All total, since Airport Watch was launched nearly three years ago, more than 10,000 training videos, nearly 750,000 brochures, roughly 11,000 posters, and nearly 650,000 Airport Watch decals have been distributed.

The program has, indeed, enjoyed success. Not only have participants expressed their support of the program, but the program has received high marks from Congressional leaders, including the ranking minority member of the House Transportation and Infrastructure Committee, Rep. James Oberstar (D-Minn.), as well as Homeland Security Secretary Tom Ridge, who called Airport Watch “... a great example of government and the private sector working together to secure the homeland.”

“While it is unlikely that a public use airport would be the target for terrorist activity, the philosophy that contends ‘That could never happen – especially at a quiet little airport’ is no longer a certainty,” said Boyer. “Airport Watch is an effective way to raise awareness about potential terrorist or threatening activity and ensure the safety of the thousands of general aviation airports throughout the country.”

## RESOURCES:

FEMA Preparation and Prevention Virtual Library  
<http://www.fema.gov/library/prepandprev.shtm>

Building A Disaster Resistant Neighborhood  
<http://www.tallytown.com/redcross/drn.html>

CDC Emergency Training and Response  
<http://www.bt.cdc.gov/training>

American Red Cross Community Disaster Materials  
<http://www.redcross.org/pubs/dspubs/cde.html>

CERT: FAQ  
<http://training.fema.gov/emiweb/CERT/certfaq.asp>

Take The CERT CHALLENGE!  
<http://training.fema.gov/EMIWeb/CERT/certchallenge/instruction.htm>

For more information about Michigan Citizen Corps, contact the Program Coordinator, Gary Zulinski at (517) 241-3867 or [zulinski@michigan.gov](mailto:zulinski@michigan.gov).

### *We all have a role in Hometown Security*

**Citizen Corps asks you to embrace the personal responsibility to be prepared;  
to get training in first aid and emergency skills;  
and to volunteer to support local emergency responders, disaster relief, and community safety**